Light rain, followed by fair.

1.49--A CLIPPER--\$1.49

TAKES THE RACE AND FIRST MONEY

300 PAIRS PANTS

SALE OPENS SATURDAY,

And the 300th buyer will close it. You must score promptly on this, for there are no reserves.

TO GO WITH THEM.

Gauze Undershirts 25c Jersey Ribbed Undershirts.....35c Black Sateen Outershirts98c

The starting post for the lot is

Till late at night.

MURPHY.

(WHOLESALE EXCLUSIVELY.)

SUPERIOR QUALITY-HIGHEST MERIT

COLUMBUS SWANSDOWN CANTONS

Brown, Bleached and Colors.

OUR NUMBERS-0, 5, 10, 20, 25, 30, 40, 50, 60, 70 and 80, now ready for delivery.

Lowest price always a certainty.

\$15 TO BOSTON and RETURN

The SPECIAL TRAIN, HEADQUARTERS DEPARTMENT OF INDIANA G. A. R., to BOSTON via the BIG 4 ROUTE, will leave Indianapolis at 3:15 p. m. SATURDAY, August 9; reach Niagara Falls for breakfast; leave there early in the afternoon, arriving at Boston early next morning, Mon-

day, August 11.
This is the OFFICIAL ROUTE of the G. A. R. OF INDIANA. The train will be composed of baggage car, day coaches and sleepers, and will run through to Boston without any change, via the Big 4 to Cleveland, Lake Shore to Buffalo, New York Central to Niagara Falls, West Shore to Rotterdam Junction, and the Fitchburg & Hoosac Tunnel Line to Boston. FARE FOR THE ROUND TRIP, \$15. Tickets good going only on this particular train, but good to return on all trains up to August 25, with further extension, if desired, to September 30, by

deposit of ticket in Boston.

Tickets will be sold also FOR ALL TRAINS on August 8, 9 and 10 at \$18 FOR THE ROUND TRIP, good for continuous passage going, but with the same limits and privileges of extension, as

FOUR THROUGH TRAINS DAILY from INDIANAPOLIS TO BOSTON OVER THE BIG 4 and N. Y. C. ROUTES, VIA CLEVELAND, BUFFALO AND ALBANY. Tickets now on sale at the Big 4 offices: No. 1 East Washington street, No. 138 South Illinois Please call and ascertain the privileges that are premitted on these tickets. Purchase tickets and secure sleeping-car accommodations at once.

And everything in Surgical

Instruments and Appliances WM. H. ARMSTRONG &

CO.'S Surgical Instrument House, 92 South Illinois st.

__ TO THE __

ENCAMPMENT

INDIANAPOLIS

By this route you have the privilege, on the return trip, to stop at New York city. Niagara Falls and

Tickets will be on sale August 8, 9 and 10, good to return until August 20, with privilege of further extension to September 30, if ticket is deposited at the Joint Agency at Boston.

Pullman sleepers through from here. Secure

berths early.

Lo not make any arrangement until you have called

City Ticket-office-Corner Illinois street and Ken-tucky avenue.

Sensible Canadian Newspaper.

long editorial, says: "Secretary Windom's reply to Senator Cullom's resolution of the

16th ult., is an intimation that the Treasury Department at Washington intends to de-

prive the Canadian Pacific railroad of the

privilege, which it now enjoys, of forwarding over its line in bond, to points in the United States, merchandise brought by its steamers from Atlantic ports. It would be silly

to affect indifference at the action and in-

tentions of our neighbors in respect to these matters. And yet we cannot be sur-

prised at them. So long as we pursue a policy of commercial hostility toward the United States we have no good reason to be

astonished at, nor complain of, like treat-

ment of ourselves by them. They have quite as much right to make themselves

2,000 Volts Did Not Kill.

WASHINGTON, Aug. 8.—William Ross, an employe of the United States Electric-

light Company, while changing carbons in

one of the city electric-lights to-night, re-ceived a shock of two thousand volts. He was rendered insensible, but soon recov-ered, although the flesh of the right hand,

where the current entered and on his left

arm where it passed off, was badly burned.

He said that for four or five seconds before he became insensible he suffered great

Four Bathers Drowned.

Baltimore, Aug. 8.—Mrs. Mollie Storm, wife of Mr. S. W. Storm and Edith B., his fourteen-year-old daughter, Mrs. J. R. Johnson, and Carroll, aged nine years, son of Mr. J. S. Graham, were drowned yesterday in St. Ingoes creek, St. Mary's county, while bathing. The bodies were recovered and brought to Baltimore this morning.

unpleasant as we have."

TORONTO, Aug. 8.-The Mail, to-day, in a

H. J. RHEIN, General Agent.

on us. It will be to your advantage.

Cleveland, Cincinnati, BIG 4

EXCURSIONS.

July 22 to August 10-Acton Camp-Meeting-Low rates every day. Special trains on Sundays, July 27, August 3 and 10. Leave Indianapolis at 9:30 a. m. and 2:30 p. m.

\$15.80 to Old Point Comfort and return via Big Four and C. & O. Routes. August 8, 9 and 10, the Big Four will sell tickets to Old Point Comfort and return at \$15.80, good returning for fifteen days from date of sale.

Tuesday, August 19, 1890-Niagara Falls, \$5 round trip; Toronto, \$6 round trip; Alexandria Bay, \$10 round trip. Wait for the excursion over the only direct line, the popular Big Four. which always provides ample sleeping-car and coach accommodations.

The SUNDAY JOURNAL

Of Aug. 10 will contain an article from the

Commander-in-chief of the G. A. R. The article touches on the following points, among others: The object of the organization; its establishment and observance of Memorial day; its charitable work; inculcation of the principles of loyalty; not a political organization, nor can it ever be; membership in different States; the contri butions to the history of the war that the G. A. R. posts are collecting; the future of the Grand Army: the last survivor of the

The National Encampment will be held at Boston, beginning on Monday, Aug. 11, and this article by Gen. ALGER will prove timely and interesting.

EXCLUSIVELY IN THE

SUNDAY JOURNAL of AUG. 10.

GREAT SYSTEM TIED UP TIGHT

Business at a Standstill on the New York Central Railway from End to End.

Knights of Labor and Their Allies Declare a Strike Just in Time to Catch the Enormous Rush of Travel Toward Boston.

The Trouble Caused by a Refusal to Explain Recent Numerous Discharges.

Confusion Along the Line-Western Vanderbilts Not in It-Mackey Lines Concede the Men's Demands-Other Labor News.

BIG RAILWAY STRIKE.

Trouble Between the Knights of Labor and

New York Central Reaches a Climax. NEW YORK, Aug. 8 .- The difficulty between the Knights of Labor and the New York Central railroad assumed a rather startling shape to-day. During the night J. J. Holland, of the executive board of the Knights, arrived in the city, and this forenoon he made three different attempts to have a conference with Third Vice-president Webb in regard to a peaceful solution of the trouble. Mr. Webb refused to talk with him and motioned him out of the office. Then Mr. Holland talked the matter over with Mr. Toucey, and the latter went to see Mr. Webb. This gentleman remained obdurate. Then Mr. Holland asked Mr. Toucey for the reinstatement of the discharged men, but got no reply. Mr. Holland warned Mr. Toucey that he and Mr. Webb would be responsible if any strike

The district committee of the Knights met this afternoon to further consider the matter. Mr. Powderly, president of the Knights, and Mr. Hayes, the secretary, are in Philadelphia ready to be called if their presence here is desired. The impression is growing among employes of the road that the war upon the Knights was decided upon some time ago, and that Mr. Depew, being opposed to it, went to Europe so as to be absent when the discharges oc-

The rumblings of the expected storm among the thousands of employes broke like a flash from a clear sky, shortly after 7 o'clock to-night. All the length of the Central was tied up. Trains were left by the crews where they stood when the order came. Two passenger trains were left at Eighty-sixth street, in the tunnel, one going in each direction. The latest report is that the West Shore railroad is tied up throughout its length, as well as the New York & New Haven railroad. Great throngs of people are crowded into the Grand Central depot, trying to have tickets changed, and asking all manner of questions. No one seems to know how it was, or who ordered the strike. Even J. J. Holland, the labor leader, denied that he knew who ordered it, or even that it was ordered.

The representatives of the railroad company called upon acting Superintendent of Police Byrnes for protection. The inspectors at once held a consultation, and it was decided to hold in reserve policemen in all the precincts on the East Side below Fortysecond street. All the reserves on the East Side above Forty-second street to Yonkers and on the West Side from St. John's Park to Yonkers were placed on duty, guarding the tracks and property of the railroad company. The depot at Forty-second street was under the protection of the full force of police from the Twenty-third sub-precinct, and these were assisted by the members of the boat patrol. Inspector Byrnen's detectives guarded the switches and signal stations along the road to Yon-

After these arrangements had been made word reached police headquarters that some of the strikers intended to take possession of the switch-house at Fiftyseventh street and Fourth avenue. spector Byrnes at once detailed two of his trustworthy detectives to watch that point. The Inspector himself decided to remain at

headquarters all night. Vice-president Webb, of the New York Central, on being interviewed by a re-porter, said the strike extended only to West Albany. All men who went out from the employ of the road this evening, Mr. Webb said, would be promptly discharged in the morning. Those men who remained true to the company would be well taken care of and amply protected, as well as all men who came to work for the road. The road would take on all good men who applied for work in the morning, as far as they were needed to fill the places of the deserters, and they would we guaranteed against all harm, as well. With great emphasis the vice-president announced that he would fight the

strikers to the bitter end.

He said that the new set of demands he had never seen and knew nothing whatever about. In effect these demands are for a minimum day's wages of \$1.50; station agents to receive an increase of \$5 a month: men in yards at Troy and Green island shall receive the same compensation as at Schenectady and East Albany; all firemen on six-wheel connecting engines shall receive 214 cents per mile; all engineers, on same, 4 cents; four-wheel-engine engineers, 312 cents per mile; firemen, 2 cents per mile

-for all men overtime double pay. Mr. Webb announced that the fast mail had pulled out of the depot, at 9 o'clock, with four mail cars, but no passenger coaches were attached to the train. The vice-president further announced that no attempt would be made to run any trains to-night. Everything would be left at a standstill just where the men left off. There are no means to get to Albany or New England to-night, but the opening up of the great avenues of trade would be be-

gun to-morrow. It is announced that the vice-president will give out an official statement of the road's position in the present controversy that the people of the country may judge

who is right and who is wrong. The strike was ordered on account of the discharge of certain employes. Under the orders every train was abandoned, no matter where it might be. The 7:10 train for Montreal was waiting the signal at the Grand Central Depot, when the engineer, fireman and brakeman left it and walked out of the depot. Efforts made to secure men to fill their places were without avail. The men on other trains also left them. Travel was thus not only blocked on the Central road, but also on the New York & New England and New York & Harlem roads, which use the tracks of the Central road as far as

There is great excitement at the depot where great crowds of people are gathered. who expected to take trains out of the city. The hotels in the neighborhood are crowded with disappointed travelers.

At a late hour Vice-president Webb stated that in the yards of the Grand Central depots at Porty-second street, Fiftysixth street and at West Albany there were about 850 men out. These men were all switchmen, and there was no trouble with the engineers or firemen. Between midnight and daylight he intended to put on men and clear the tracks of a few stray cars, and get ready to run out trains after 7 o'clock. He said that there might be

train, and that carried no passengers. Mr. Webb reiterated his statement that the company would surely have trainsrunning

Webb reiterated his statement that the company would surely have trainsrunning in the morning.

J. J. Holland, of the executive board of the Knights of Labor, was seen a few moments later at the Grand Union Hotel. He expressed himself as firmly as did Mr. Webb, only his way of putting it was that trains would not move for several mornings.

In Mr. Webb's office a telegraph instrument was clicking along at a fast rate. A reporter who could read the instrument heard Utica call up New York and ask for men to be sent there to get passengers out of the yard. Another message from Palmyra said the freight yards at that point were blocked and all freight at a standstill. Then New York called up Syracuse repeatedly, but could get no answer. It was rumored that a number of operators would go out at midnight. These messages would seem to contradict the statement of Mr. Webb that there was no trouble west of Albany.

In the waiting-room of the Grand Central Depot a notice was posted to the effect that the sale of tickets had been suspended temporarily, and that the ticket agent would refund all money paid for tickets if called upon to do so. A great many people avalled themselves of this offer.

At 11:30 o'clock J. J. Holland was seen, and he stated that he had not ordered the strike, but thought that the head of the local division, K. of L., might have done it. Several of the strikers were interviewed on the matter, but declined to talk further than to say that it would prove to be the biggest strike before it was over that the people of the East had seen for some time.

biggest strike before it was over that the people of the East had seen for some time. At a late hour it was stated by some of the strikers at the depot that the Lake Shore road as far as Chicago was in the same tied-up condition as the Central. This rumor could not be verified, as the officials of the Central declined either to deny or affirm the story affirm the story.

The scene about the depot a few minutes after it became known that a strike had been ordered was one that will long be remembered. The waiting-room was crowded with passengers. For some time the real state of affairs did not dawn upon the passengers. When the fact of the strike at became known there was a wild rush for baggage. A raid was made on the Grand Union Hotel, which was nearest, the clerk being nearly mobbed in the wild rush for rooms. Even cot-room was soon exhausted. Then the rush was to the Murray Hill, while many passengers started for the West Shore. The police were finally compelled to drive the unhappy travelers from the depot and hotels.

The West Shore road was in a shaky condition to-night, but up to midnight a strike was averted. Every conceivable effort was employed to suppress the news of the strike upon the Central from the men, and to that end "pickets" were stationed with the night depot master all around the Weehawken depot. Four freight trains went out during the evening without interruption, and the St. Louis express came in on time at 11 ing the evening without interruption, and the St. Louis express came in on time at 11 P. M. There is a train expected at 3:30 to pull out for Albany. Its destination, however, is problematical. Many of the disappointed passengers of the New York Central wandered wearily over to the Weehawken depot to go to their destinations if possible. They may be detained.

The postoffice authorities received a telephone message at 10:30 from the Grand Central Station, saving that no more mails

tral Station, saying that no more mails would be received over the New York Cen-tral to-night. This was the only information of the tie-up which Assistant Super-intendent of Mails Hoff had received up to that hour. Mr. Hoff said it would be impossible to say what arrangement would be made by the railway mail service to handle

the mails affected by the tie-up.

The expected strike on the West Shore road did not take place at midnight, for at that hour the train for Newburg left on schedule time. All the evening and this morning long lines of trucks and express wagons were crossing Forty-second from the Grand Central Depot taking baggage to the West Shore depot at Weehawken. The American express employes were called out at midnight for the work. One of the com-pany's drivers, Frank J. Keenan, was assaulted and severely injured by a milk-wagon driver, Robert Witt, at the depot at midnight. Witt was arrested.

SITUATION AT ALBANY,

Completely Tied Up-Superintendent Bissell Talks-West Shore Still Running.

Special to the Indianapolis Journal. ALBANY, N. Y., Aug. 8 .- At the headquarters of Superintendent Bissell, at the Union Depot, a stalwart policeman guarded the door and kept back a crowd of uglylooking men making demands to see the chief of the division. To a Journal representative Mr. Bissell said: "My first intimation of the strike was at 7 o'clock this evening, when the men left the yard and the local Troy trains were stopped for want of brakemen. The strike, I found, extended over the yardmen and some of the trainmen, but over none of the conductors or engineers. We have received a message from Third Vice-president Webb, saying that the road will fight the strike, and unless the men return to-morrow morning they will be dropped and their places filled. The trains are so far delayed about four hours, but before morning they will be later. I have sent Mr. Webb's message to every station above and we will abide the

To a question whether the road was prepared Mr. Bissell declined to answer, but intimated that the strike had come quicker than expected. While the reporter was talking a detective came in and reported that the north express and mail train which left New York at 4:30 this afternoon. and Albany at 10, two hours late, was stalled within the city limits. The platformed was swarmed with men who would apply the brakes each time that the engineer took them off. The engineer was threatened, but stuck to his post. The 6 o'clock train out of New York arrived here at 10:30 oclock and started west with a police guard to try and clear the platform of the mail train.

Later Mr. Bissell told the reporter that it looked as if the road, at the least, from Albany to Buffalo, would be entirely closed up by morning. Asked to give his version of the strike, he said: "The men have no money grievance. The strike is simply to find out if they can dictate to us whom we shall employ or discharge. The cause di-rect was the discharge of several labor agitators belonging to the K. of L., and who were causing trouble on our line. We intend to do our own business."

The depots were filled with people, and many, after finding no trains, left for hotels or homes. The strike has not, as yet, extended to the West Shore, and officials say it will not. Labor men seen to-night say that if the road does not succumb the West Shore men will be ordered out. The depot is guarded by Albany police

and detectives, and a posse of police are watching the switches. No trains from the west are expected to go through to-night. The Tenth Battalion, N. G. S. N.Y., has been ordered to be in readiness to respond to a call, and there is an extra force of police ready to respond in any emergency.

At 11:50 the train from New York, which

was stalled at Van Woelt, was started by the aid of helpers, but the engineer and fireman were badly stoned through the windows. The 6:30 train out of New York arrived about 12:20 and did not leave here at all, the majority of her passengers being taken by the fast express. The freight department running west is at a perfect standstill, there being no less than five long freight trains stalled at the bridge, between here and Schenectady, where there are about six freight trains,

ALL ALONG THE ROAD

At a Late Hour the Dissatisfaction Had Extended as Far West as Utica.

Special to the Indianapolis Journal. UTICA, N. Y., Aug. 8 .- In and out of the Utica station and yards of the New York trouble when this was attempted, but the company would afford ample police protection to the men who remained loyal to the company. Mr. Webb stated that outside of local short-distance trains there were fourteen trains that ought to have left the station between 7 o'clock and midnight. Only one of these went out, the fast mail operator, five innumber. The freight hand-

lers will go out in the morning. The men say they go out not from any local grievance, but because they are Knights of

Out at Rochester.

ROCHESTER, N. Y., Aug. 8.-The local assembly just got through with its meeting when orders were received from New York at 8 P. M., ordering a complete strike of the Knights of Labor on the New York Central system. Train No. 3 was the first train af-fected in this city. The train reached here on its regular time at 9:45 and was abandoned by its crew of trainmen. One train-man was put on the train here and it pro-ceeded on its way west on time.

Not Out Between Syracuse and Rochester. Special to the Indianapolis Journal.

AUBURN, N. Y., Aug. 8 .- There are no strikers on the New York Central here. A trainman said to-night that they had heard in Rochester that orders for a strike had been issued, but between Syracuse and Rochester he had not seen a man who had received an order to go out.

Has Not Reached Buffalo.

Special to the Indianapolis Journal. BUFFALO, N. Y., Aug. 8.-There are no signs of a strike here and trains are running as usual. The men say they have re-ceived no notice of the strike, and the of-ficials have received no intimation that anything will happen.

WESTERN LINES NOT AFFECTED. Little Likelihood of the Lake Shore or Other

Vanderbilt Roads Having Trouble. CHICAGO, Aug. 8.—Telegraphic announcements of the strike on the New York Central were shown at 10 P. M. to-night to the train-dispatcher of the Lake Shore here. The Lake Shore is a Vanderbilt road, but the dispatcher said there had been no intimation of any trouble whatever on the line thathe was aware of. The Eastern trains had arrived all right, an

tickets East had been sold right along. Engineers in the employ of the Nickel-plate, another Vanderbilt road, were questioned at about the same hour. They were equally surprised at the news of the strike on the New York Central. It was their first intimation of any trouble. The Nickel-plate engineers spoken to were of the opinson that the strike in the East would not affect the Vanderbilt lines West. On the Nickel-plate the engineers are under contract with the company and are bound by the terms not to engage in a

The Northwestern people were equally in the dark as to the situation, but said that even if, as reported, the strike was ordered by a member of the national executive board of the Knights of Labor, it could only seriously affect the passenger business of their "overland limited." On this train a large proportion of the tickets presented by passengers called for transportation over the "Vanderbilt" system. The Knights of Labor connected with this road would, of course, refuse to carry passen-gers having these tickets. The Michigan Central people simply knew nothing about the matter.

MACKEY LINES SWITCHMEN.

Men at Terre Haute and Evansville Given Chicago Wages and the Strike Off. Ppecial to the Indianapolis Journal.

TERRE HAUTE, Ind., Aug. 8.—The Evansville & Terre Haute and Chicago & Eastern Illinois switchmen here were granted the Chicago scale to-day. At the same time General Manager Saul yielded to the Evansville men. They had been getting \$2.50 per day for foremen and \$2.25 for helpers, day and night work being paid for at the same scale. Their demand was for \$2.70 per day for foremen and \$2.50 for helpers for day work, and \$2.70 for helpers and \$2.90 for foremen for night. The men here were out but a few minutes.

OTHER LABOR NEWS.

The Constitution of the Carpenters About Completed. CHICAGO, Aug. 8 .- Delegates to the carpenters' convention adjourned, at a late hour last night, until 8 o'clock this morning. As a committee of the whole, the delegates worked on the constitution for nearly four hours. Up to date nearly fifty sections of the new constitution have been revised. Before being finally adopted, the new constitution will be submitted to a vote of the local unions, and this will take some time. The scheme for merging into one the Amalgamated and United Brother-hoods has been practically abandoned; ob-stacles interposing which could not be removed. The new constitution was changed so as to bring into closer relationship the two brotherhoods, and the fraternal feeling of the orders has been strengthened and

The only section remaining to be passed on to-morrow is that fixing the permanent headquarters at Philadelphia. A fight will be made to have them moved to Chicago. To-night the most prominent candidates for general president are ex-President Wm. Shields, of Boston, and Peter J. Burke, of Pittsburg. P. J. McGuire, apparently, can be re-elected secretary for the eleventh year if he wants to.

mutual concessions have been made by both

Flint-Glass Scale.

PITTSBURG, Aug. 8.-The conference committees of manufacturers and men of the American Flint-glass Union met again today and decided all important questions. The prescription glass scale was advanced on an average of 10 per cent, all around Flasks were materially advanced; also the miscellaneous list generally. The scale of wages was then unanimously agreed to. and the conference adjourned for one year. The pressed branch glass scale conference meets Monday.

NEAT CAPTURE OF OUTLAWS.

An Ex-Deputy Marshal of Kentucky Gets the Drop on Two Murderers and Brings Them In.

. Louisville, Aug. 8 .- James P. Giles, an ex-deputy marshal, to-day reported the capture of the men who, on Monday even. ing, assassinated James T. Middleton near Harlan court-house. Giles was with Middleton when murdered. Middleton was one of the wealthiest men in that section and Giles says he was killed on account of an old quarrel over lands, and not because he was a witness in the trial of Will Jen-Giles and Middleton were riding quietly

along when they saw something unusual by

the roadside. This proved to be a screen of boughs from which, a moment later, a sheet of flame and smoke sprang. Middleton dropped over dead, but Giles escaped. Suspicion of the murder of Middleton fastened upon the members of the Howard gang. On Wednesday a posse captured Wm. Mc-Graw, Enos Scott and James Howard, and they were held upon the evidence presented. That night, as Giles was returning from Harlan, he stopped at a negro saloon to collect a debt. There he found Granville Fee and Wilson Scott, both heavily armed. Scott was under indictment for a murder committed six months ago, and Fee was suspected of taking part in killing Middleton. He made himself at home with the men. Scott was lying on a bed with his Win-chester beside him. Giles, in a jocular way, offered him a drink, and as Scott turned the bottle to his lips Giles seized the Winchester and covered both the men. He then made the negro bind them with a rope, and through a blinding rain led them over the mountain to a magistrate, who held them under bonds.

Delagoa Bay Conference.

BERNE, Aug. 8.-President Ruchonnet and | did its business. the British, American and Portuguese ministers met in conference here to-day, to consider the question of compensation for the seizure of the Delagos Bay railway by at much length. Finally the conference rePortugal.

Important Conference of Republicans of the Senate Finance Committee.

They Decide in Favor of Incorporating the Blaine Idea in the Tariff Bill, Notwithstanding Mr. Morrill's Opposition.

Insolent and Bulldozing Attitude of the Lottery Octopus at the Capital.

Appropriation Bills-The President's Boston Trip-New Army Assignments--Famine in Oklahoma from the Drought.

RECIPROCITY CLAUSE.

Republican Members of the Senate Finance Committee Will Submit One,

Special to the Indianapolis Journal. WASHINGTON, Aug. 8.—There was a very important conference between the Republican members of the Senate committee on finance the other day which has escaped the attention of the news-gatherers here. It was held for the purpose of reaching some agreement as to the policy to be pursued with regard to Mr. Blaine's proposition to smend the sugar section of the tariff bill so as to enable the President to nego-

tiate reciprocity treaties. The Hon. John W. Foster, who has been minister to Mexico, Russia and Spain, and negotiated the reciprocity treaties with the latter country in 1884, was present by invitation, and gave his views at great length. Mr. Foster expressed the most profound confidence that it would be an easy matter to secure a renewal of that treaty and the free entry of our food products into the Spanish colonies. which consume from fifteen to eighteen million dollars' worth of breadstuffs, provisions and similar articles, even under the present high rates of taxation. Mr. Foster was of the opinion that this amount could be very nearly doubled by securing the removal of the high duty that existed

at present, for flour, as an example, is taxed at the rate of \$5.80 a barrel, and other merchandise in the same proportion.

There was a general agreement among the members of the committee as to the propriety and necessity of including such a proposition as Mr. Blaine had suggested in the tariff bill, although the venerable Senator Morrill, of Vermont, the chairman of the committee, was very obstinate in his the committee, was very obstinate in his opposition. He refused not only to favor such an amendment, but declared his intention to vote against it if it was brought into the Senate. It was decided that Mr. Aldrich should, with the assistance of Mr. Foster, frame a substitute for the Hale and Pierce amendments and submit it to his fellow-members of the committee before the sugar schedute of the tariff bill is reached. It is probable, however, that the committee will think best to submit the matter to the consideration of the Repub-lican caucus before it is decided upon.

INSOLENCE OF CRIME. Lottery Company Using Money and Threats to Defeat Adverse Legislation. Special to the Indianapolis Journal.

WASHINGTON, Aug. 8.—The lottery company is showing its teeth. It has begun to strike back. It threatens vengeance in various ways upon those who oppose it. The men in Congress it cannot control it will try to intimidate. Thomas Brough, of North Dakota, who was a bitter opponent of the lottery when it tried to get a charter in his State, says he was defeated for renomination by the use of its money. The gentleman nominated to succeed him probably is not aware of this fact. Other members are to be defeated for renomination for election because they have opposed the lottery. The company threatened to control the next House as they did the Louisiana Legislature.

This gigantic octopus has flooded Washington with detectives, plug-uglies and lobbyists for the purpose of using money, and strategy, and brute force to prevent the consideration of the anti bill in the House, and its influence is being felt. Despite the fact that over one hundred members have etitioned the House committee on rules for a day to consider the bill, some members who have heretofore been working for the measure are out of the city or silent. Two well-known newspaper correspondents who have been demanding, in their dispatches, a hearing for the bill have been hounded by detectives and threatened with personal violence. It is becoming dangerous, politically and physically, to oppose this gigantic

But should the bill be given a hearing and passed, the members who are absent from the city when it comes up, or vote against it, will be asked to explain their actions. Money from the lottery is flowing like water and scoundrelism is becoming common to defeat the anti-lottery bill. It is time for the people at large to speak on

APPROPRIATION BILLS PASSED. Senator Plumb Paring Close-Cockrell Again Attacks the House.

WASHINGTON, Aug. 8.—The conference report on the fortification bill was taken up for consideration in the Senate to-day. After discussion, the report was agreed to. The conference report on the sundry civil appropriation bill was then taken up, and the action of the conference committee on the subject of the bridge and viaduct at Rock Island (declining to require the municipality to share the expense and ownership) was criticised and condemned by Mr. Edmunds, who contrasted that liberality of the committee with its meanness and parsimony in refusing to the widow of a dead Chief-justice the balance of his year's salary. Mr. Sherman expressed his regret at the striking out of the items for the families of deceased members, and of the late Chief-justice Waite. He would himself vote for a law, general in its char-acter, giving to the family of every officer of the government who died in harness the balance of his pay during the calendar year. As to the item for the bridge and viaduct at Rock Island, he thought that, on the whole, the action of the conferees was right.

Mr. Plumb expressed his own satisfaction that the item as to Mrs. Waite had been struck out of the bill, because he did not think it should ever have been in it. He hoped that the action of the conference committee would be regarded as settling that whole matter until some general law were passed on the subject, and about that there would be great difficulty and embar-

Mr. Cockrell criticised the making of indefinite appropriations and cutting down the appropriations for the expenses of the United States courts, the support of prisoners, etc., leaving the necessary outlay to be provided for in a deficiency bill next session. He, therefore, voted against the conference report. It placed the Senate in a false po-sition of yielding on the items as to back pay and bounty \$724,000 when it did not vield a dollar. And next November mem-bers of the House would be exclaiming: "Look at the extravagant Senate! Look at the American House of Lords! Look at the millionaire club of the country—a body that has no sympathy with the poor downtrodden tax-payers." That was the way that "the business branch of Congress"

The discussion then turned upon the items in relation to the irrigation survey